QUEEN VICTORIA.

Her Peculiarities-Causes of Her Unpopularity. The Independent contains the following inte-

resting article:-"Two years ago, or thereabouts, a wretched little paper, published in Lausanne, Switzerland, indulged itself in some scandalous stories about the Queen of Great Britain; and the British representative at Berne, or one of his subordinates, had the folly to elevate the libel into importance by prosecuting the journalist. This was perhaps the first time that any scandal about Queen Victoria found its way into print. Long before this, however, Queen Victoria's loyal subjects had talked about her as Mrs. Candor talks of some of her friends. At last these whisperings began to find distinct and open expression. A weekly paper, called the Tomahawk, was started in London, and it made itself famous at once by a cartoon entitled 'A Brown Study.' The artist represented a heavy-looking Scotchman of the lower class, with kilt and sporran, standing on the steps of the British throne, while the British lion gazed from below with wondering and puzzled eyes at the audacious and nonchalant intruder-somewhat as the Emperor Alexis Comnenus, in Scott's novel, looks astounded at the Frank count, Robert of Paris, lounging on the imperial seat. The cartoon in the Tomahauk was admirably executed; it was the work of a man of genius in his way-Matt Morgan, one of the principal scene painters of Covent Garden Theatre. The paper, which had not then and has not had since any literary merit whatever, became celebrated and popular in a moment. People were scandalized, shocked, amused, aroused, Tomahawk's cartoon had, in fact, illustrated what everybody had been talking about, wondering at, and grumbling over. This is the scandal about Queen Victoria.

In her personal service, her most constant

and close attendant is a Scotch groom, or gillie, named John Brown. He rides on the box of her carriage, he hands her in, he hands her out, he cloaks her, shawls her, opeus doors for her, is always near her. Popular rumor avers that he sleeps on a rug outside her bedroom door; and, although this certainly is not his habit, it is beyond doubt that he has done so occasionally, while the Queen was travelling. He has been so closely, indeed, in attendance on the Queen that unquestionably there might be grave cause for scandal were he a Rizzio or a Potemkin, even though she were not a Mary Stuart or a Catharine the Second. Add to this that the ladies of the family of Brunswick have not in previous generations been always virtuous. 'Chacun à son goût,' said the impertinent court lady to George III's mother, in allusion to the famous scandal about that princess and the Earl of Bute. Take further into consideration the fact that all the West End tradesmen, dress-makers, milliners, cooks, and lackeys absolutely detest Queen Victoria, because of the duliness created by her long retirement; and that it has become an article of faith with all that class that the depression of trade, and even the financial collapse of England, are to be directly attributed to the Queen's protracted and inconvenient seclusion. Think, then, how delighted all that class must have been when it first became whispered about that the sorrow of the royal lady was not quite heavenly after all. Is it wonderful that the scandal was eagerly and delightedly spread? In fact, people busily spread it who did not in their hearts believe it; and before long it became the universal talk-a whisper of London. The Queen began to be spoken of in slapg phrase as 'Mrs. Brown.' Funch one day published, under the head of 'Court News,' the announcement that 'Mrs. John Brown walked on the slopes yesterday.' Great mirth was created once by an odd jumble of names in a London daily paper, which, giving a report of some popular demonstration, said the proceedings closed with the singing of 'God Save the Queen, and John Brown'-the fact meant to be conveyed being that the meeting sang the national anthem and also our famous hymn to the memory of the Harper's Ferry martyr. Things went so far that the Queen in her recent book actually inserted a passage explaining the position of John Brown in her household. It is needless to say that those who leve scandal and like to believe it liked and believed it none the less because of this

well-meant attempt at explanation.

"What is the exact truth in all this? The

Queen is a good, pure, true-hearted womana little given to eccentricity at the bast of times, lately so shaken and even shattered in nerves as to be occasionally not quite mistress of herself. This John Brown, an honest, dense, thick-headed Scotchman, was a faithful servant of Prince Albert. His face and name are associated with the memory of some of Victoria's very happiest days. How tenderly she loved her husband, how she delighted in his society, nobody needs to be told. The classic woman who swallowed the ashes of her dead lord did not love more wholly and absorbingly than did the heavy-featured, uninteresting Queen of England. She clings to the old servant of her husband as she might to her husband's dog. But it is beyond all question that a certain taint of nervous excitability-one does not like to call it madness -is an element in the feelings which inspire the Queen to defy scandal in England. It is commonly said by those who defend the Queen that she labors under the delusion that the soul of Prince Albert has been transfused into the homely frame of John Brown. Tais is a wild exaggeration; but it is quite true that the manner in which the Queen connects the memory of Prince Albert with the presence of John Brown has something morbid, fantastic, and almost monomanical in it. If it is not madness (yet that way madness lies), she has frequent fits of nervous irritation, which would seem to those unaccustomed to them to border upon frenzy. Not long since (this story is the simple truth) two of the cabinet ministers were at Osborne, conversing in a sort of informal council with her Majesty. A page, charged with some message, tapped at the door—two or three light taps. The Queen. who had been talking and listening with great interest, became so startled and excited by the sound that she screamed, sprang up, proed the room in the wildest alarm, and for a long time was utterly unable to settle down to calm and rational conversation of any kind. Under the influence of morbid attacks like these, there is sometimes little reliance to be placed on what the Queen may say, or determine, er do. She was always somewhat inclined to be headstrong; now she is apt to form sudden plans, or take sudden resolves, from which nothing can divert her. She will leave London, and rush to Osborne or to Balmoral, at the most critical period of a session, at a moment when a change of ministry may be impending; and, when she has resolved on any such escapade, no remonstrance or advice can dissuade her. In this way she has persisted in keeping John Brown as her personal attendant, and allowing him to be conspicuous in his attentions everywhere; and no servants'hall or club scandal can induce her to send him into the background, or to alter her friendly deportment towards him. Unquestionably, this is unwise; but Queen Victoria is not in a mental condition from which wisdom can be always be expected. She is not madthat is all any one can venture to say. "She is unpopular-widely and profoundly unpopular. Not in the active, aggressive

sense-not as George the Third was once unpopular, when brickbats and stones were ited at his carriage; not as Adelaide, wife of William the Fourth, was unpopular, when a tumultuous meeting at Charing Cross threw up handkerchiefs in delight at O'Connell's daring allusion to Whitehall and the sovereign who lost his head there because he allowed himself to be guided by his foreign wife-in no such sense is Victoria unpopular. But the mass of her people have ceased to care about her, the West End dislikes her, gentility slanders her, flankeyism girds at her. Of personal loyalty to her there is little or none. few high-minded politicians and their followers respect her virtues and pity her great sorrows; but ardent loyalty to her is dead. A distinguished Nova Scotlan, lately in London, and fresh with all the fervor of the old-fashioned colonial loyalty, confessed to the writer of this article the profound disappointment which came over him when he found that, go where he would in the British capital, his

loyal professions were received with wondering, puzzled, balf-contemptuous incredulity. Does any one in England desire that the Queen should abdicate? The West End tradesmen, dressmakers and lackeys, perhaps; but surely no one else. The Prince of Wales is not a person whose accession to the throne asy rational and disinterested being can look forward to without anxiety. He is a fat, heavy, loutish young man; growing every day more and more of the regular Brauswick mould and feature. He is deeply in debt. He is not over attentive to his wife-the one member of the family who is really popular; he has low and vulgar tastes; he has a tainted reputation. Scandal pursued him from London to Paris, from Paris to Berlin, back again, ¡He delights in low comic actors and still lower comic singers. When he goes to the opera he soon falls asleep, unless, indeed, when Pauline Lucca is singing—and then he is all ears and eyes. Nobody worth thinking of wants him for a king. He is a Prince Napoleon, wi hout eloquence, without genius, without democratic sentiments, without love of letters and art, without a grand imperial face; and just think what Prince Napoleon would be without all these redeeming merits! No! if the English people must have a sovereign, let them hope that God may save the Queen as long as possible. Whatever her unhappy difficulties and failings, seldom comes a better; and the better is certainly not in sight just now."

Singular Restrictions Upon Business and Social Life in Germany. The Munich correspondent of the Hartford Courant says:-Formerly no one could engage in any trade or business in Bavaria without previous examination before and permission from a magistrate. It a boy wished to be a baker, for instance, he had first to serve four years of apprenticeship. If then he wished to set up business for himself he must get permission, after passing an examina-tion. This permission could rarely be obtained; for the magistrate usually decided that there were already as many bakers as the town needed. His only other resource was to buy out an existing business, and this usually costs a good deal, When he petitioned for the privilege of start ing a bakery, all the bakers protested. And he could not even buy out a stand and carry it on without strict examination as to qualifications. This was the case in every trade. And to make matters worse, a master workman could not employ a journeyman out of his shop; so that if a journeyman could not get a regular situation, he had no work. Then there were endless restrictions upon the manufacture and sale of articles; one person could only make one article or one portion of an article; one might manufacture shoes for women but not for men; he might make an article in the shop and sell it, but could not sell it if any one else made it outside, or vice

Nearly all this mass of useless restriction on trades and business, which palsied all efforts in Bavaria, is removed. Persons are free to enter into any business they like. The system of apprenticeship continues, but so modified as not to be oppressive; and all trades are left to regulate themselves by natural competition. Already Munich has felt the benefit of the removal of these restrictions, which for nearly a year has been anticipated, in a growth of population and increased business.

But the social change is still more important. The restrictions upon marriage were a serious injury to the State. If Hans wished to marry, and felt bimself adequate to the burdens and responsibilities of the double state, and the honest fraulein was quite willing to undertake its trials and risks with him, it was not at all enough that in the moon-lighted beer gardens, while the band played, and they peeled the stinging radish and ate the Switzer cheese and drank from one mug, she allowed his arm to steal around her stout waist. All this love and fitness went for nothing in the eyes of the magistrate, who referred the application for permission to marry to his associate advisers, and they inquired into the applicant's circumstances, and if, in their opinion, he was not worth enough money to support a wife properly, permission was refused for him to try. The consequence was late marriages, and fewer than there ought to be, and other ill results. Now the matrimonial gates are lifted high, and the young man has not to ask permission of any snully old magistrate to marry. I do not hear that the consent of the maidens is more difficult to obtain than formerly.

-In Detroit all the police court fines are devoted to a public library.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIR & LEVY PLACTICAL AND THEORETICAL ENGINEERS MACHINISTS. BOILER MAKERS, BLACK.

EMAITHES, BOTHER MAKERS, BLACK.

SMITHES, and FOUNDERS, having for many Jean been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low-pressure, Iron Boilers, Water Tanks, Propeliers, etc., respectifully offer their services to the public as being fully prepared to contract for engines of all sixes, Marine, River, and Stationary; having sets of patterns of different sizes are prepared to execute orders with quick despatch. Every description of pattern-making made at the ahortest notice. High and Low-pressure Fins Tubular and Cylinder Boilers, of the best Pennsylvania charcoal iron, Forgings of all sizes and kindal from and Brass Castings of all descriptions. Roll Turning, Screw Outlings, and all other work connected with the above business.

Drawings and specifications for all work done at the establishment free of charge, and work guaranteed.

The subscribers have ample wharf-dook room for PENN STEAM ENGINE AND

The subscribers have ample wharf-dock room for repairs of bonts, where they can lie in perfect safety, and are provided with shears, blocks, fails, etc. etc for rathing heavy or light weights.

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For Land, River, and Marine Service.

Boilers, Gasometers, Tanks, Iron Boats. etc.

Castings of all kinds, either iron or brass.

Iron Frame Roofs for Gas Work. Workshops, and

Railrod Stations. etc.

Resorts and Gas Machinery, of the latest and most
improved construction.

Every description of Plantation Machinery, also
sugar, Saw, and Grist Mills, Vacoum Paus, Oil
Steam Trains, Defocators, Filters, Pumping, Engines, etc.

Sole Agents for N. Billegy's Patent Sugar Rotting gines, etc.

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Apparatus, Nesmyth's Patent Sceam Hammer, and,
Appiratus, Nesmyth's Patent Centrifugal Sucar
Draining Machines.

RAILROAD LINES.

NORTH PENNSYLVANIA BAILBOAD OBTH PENNSYLVANIA RAILROAD.—
THE BIDD. E EQUITE.—Shortest and most direct line to Bethlehem. Easton, Allentown, Masch Chonk, Hasieton, white Haven, Wilkesbarro, Mahanoy City, Mount Carmel, Pittston, Scranton, Carbondale, and all the points in the Lehigh and Wyoming Coal Region.

Famenger Depot in Fhiladelphia, N. W. corner of BERKS and AMERICAN streets.

ELEVAN DAILY TRAINS—On and after WEDNESDAY, John 20, 1500 Pausenger Trains leave the New Depot, corner of BERKS and AMERICAN streets, daily (Sundays excepted), at follows:—At 648 A. M.—Accommodation for Fort Washington.

streets, only (Prode yr ex repres), as follows:—
At 646 A. M.—Accommodation for fort Washington.
At 745 A. M.—Morning Express for Bethiebern and Principal Stations on North Pennsylvania isaliroad, comecting at Bethiehean with Lehigh Vaties and Lehigh and Suzquehanna Batiroads for Easton, Allentown, Catasauqua, Slatington, Manch Chung Weatherly, Jeanesville, Haziston, White Haven, Wilsesbarre Eingston, Pittsten and all points in Lehigh and Wyoming Valicys, also in connection with Lehigh and Myoming Valicys, also in connection with Lehigh and Mahanoy Railroad for Mananoy City, and with Catawiasa Railroad for Mananoy City, and with Catawiasa Railroad for Mananoy City, and with Catawiasa Railroad for Rupers, Daaville Milion, and Williamsport Arrive at Macch Chouk at 1705 A. M.; at Wilkerboarre at 3 ?. M.; at Mananov City at 2 P. M. Passengers by this train can take the Lenigh Valley Train, passing Sethlenen at 1155 A. M. for Easton, and points on New Jorsey Contral Railroad to New York.

At 846 A. M.—Accommodation for Doylestown, stopping at all intermediate Stations.

At 1670 A. M.—Accommodation for Posylestown, withow Grove, Hatboro' and Hartsville, by this train take Stage at Oid York Road.

At 1670 A. M.—Accommodation for Fort Washingson, appring at intermediate Stations.

At 168 P. M.—Lenigh Valley Express for Bethlebem, Allestown, Manch Chonk, White Haven, Wilkesharie, Hazleton, Mahanoy City, Centralia, Shennadoah, Mt. Carorel, Pittson and Soranton, and all polote it Mahanoy and Wyoming Coal Regions.

At 2 18 P. M.—Lehigh and Susquananus Express for Bethlebem, Allestown, Manch Chunk, Wilkesbarre, and Soranton.

At 2 18 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hathory, and Hartsville Langer and Stations on main line of North Pennsylvania Railroad, connecting at Bethleheam with Lehigh to Stations on main line of North Pennsylvania Railroad, connecting at Bethleheam with Lehigh Stephen at 200 P. M.—Accommodation for Lanadale, stopping at all Intermed

TRAINS ARRIVE IN PHILADELPHIA. tion with Lengh Valley and Lengh and Susquehanna trains from Easton, Scranton, Wilkesbarre, Maliony City, and Hazieton, Wilkesbarre, Maliony Passengers leaving City, and Hazieton.

Fascengers leaving Wilkesbarre at 1'45 P. M. consect at Bethlehem at 5'05 P. M., and arrive in Philadelphia at 8'20 P. M.

From Doylestown at 8'25 A. M., 5'00 and 7'00 P. M.

From Landale at 7'20 A. M.

From Fort Washington at 9'20, 10'45 A. M. and 'I P. M.

P. M.

Philadelphia for Bethlehem at 9:30 A. M.

Philadelphia for Deylestown at 2:00 P. M.

Poylestown for Philadelphia at 7:00 A. M.

Bethlehem for Philadelphia at 4:30 P. M.

Bith and Sixth Streets Passenger Cara convey pasengers to and from the new depot.

White Cars of Second and Third Streets Line and Union Line run within a short distance of the depot. depot.

Tickets must be procured at the Ticket office, in order to secure the lowest rates of fare.

ELLIE CLARK, Agent.

Tickets sold and Baggage checked through

cipal points, at Mann's North Pennsylvania Baggage Express Office, No. 105 S. FIFTH Street. 1668. FOR NEW YORK.—THE CAMDEN AND TRENTON RAILROAD COMPANY LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES, FROM WALNUT STREET WHARF, At 5:30 A. M., via Camden and Amboy Accommo At S.A. M., via Camden and Jersey City Ex-At 2 P. M., via Camden and Amboy Express., 200 At 3 P. M., via Camden and Jersey City Ex-At 6 P. M., for Amboy and intermediate stations.
At 6 P. M., for Amboy and intermediate stations.
At 5 30 and 5 A. M., 2 and 3 50 P. M., for Freehold.
At 5 and 10 A. M., 2, 3 30 and 4 30 P. M. for Trenton.
At 5 30, 8, and 10 A. M., 1, 2, 3, 30, 4 30, 6, and 11 3 P. M. for Bordentown, Burlington, Beverly, and Delanco.

P. M. for Bordentown, Burlington, Beverly, and Delanco.
At 5:30 and 10 A. M., 1, 2, 3, 3:30, 4:30, 6, and 11:30 P. M., for Florence.
At 5:30 and 10 A. M., 1, 3, 4:30, 6, and 11:30 P. M. for Edgewater, Riverside, Riverton, and Palmyra, 2 P.M. for Riverton and 3:30 P. M. for Palmyra.
At 5:30 and 10 A. M., 1, 5, 4:30, 6, and 11:30 P. M. for Fish House. At 5:30 and 10 A. M., 1, 5, 4:30, 5, and 11:30 P. M. for Fish House.

The 1 and 11:30 P. M. Lines leave from Market Street Ferry (upper side),

FROM KENSINGTON DEPOT.

At 11 A. M., via Kensington and Jersey City, New York Express Line Fare \$8.

A: 7 and 11 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristol. And at 10:18 A. M. for Bristol.

A: 7 and 11 A. M., 2:30, and 5 P. M. for Morrisville At 7 and 1915 A. M., 230, and 5 P. M. for Schencks At 7 and 10:15 A. M., 2:30, 4, 5, and 6 P. M. for Corn-

wells, Torrisdate, Holmesburg, Tacony, Wissino-ming Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations. PROM WEST PHILADELPHIA DEPOT, in Counceling Railway. At 9:30 A. M., 100 6:30, and 12 P. M. New York Ex-oress Lines, via Jersey City, Fare \$3:25. At 1 A. M., Emigrant Line, Fare, \$2. At 1:30 A. M. on Mondays only—New York Express Line. Fare \$3:26. The 9'30 A. M., and 5'30 P. M. Lines will run daily.

All others, Sundays excepted.
At 9:30 A. M., 1:40 6:30, and 12 P. M. for Trenton,
At 9:30 A. M., 1:40 6:30, and 12 P. M. for Trenton,
At 9:30 A. M., 6:30 and 12 P. M. for Bristol.
At 12 P. M. (Night), for morrisville, Tullytown,
Schepek's, Eddington, Cornwells, Torrisdale, Holmes
burg, Tacony, Wissinoming, Bridesburg, and Frankford,

For lines leaving Kensington Depot take the cara on Third or Fifth streets, at Chennut street, 30 minutes before departure. The cavs on Market street Rallway run direct to West Philadelph a Depot; Chennut and Walnut within one square. On Sundays the Market street cars will run to connect with the 9 50 A. M. and 6 50 P. M. lines.

BELVIDERE DELAWARE RAILROAD LINES,
From Kensington Depot.

At 7:00 A. M. for Nisgara Falls, Buffalo, Dunkirk,
Eimira, Ithaca, Oweao, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wikesbarre,
Schooley's Mountain, etc.
At 7:00 A. M. and 3:30 P. M. for Scranton, Stroudsburk, Water Gap, Belvidere, Easton, Lambertville,
Fiemington, etc. The 3:30 P. M. Line connects direct
with the Train leaving Easton for Mauch Chunk,
Allentown, Bethlebem, etc.

At 5 P. M. for Lambertville and Intermediate Stations.

tions.

CAMDEN AND BURLINGTON CO., AND PEM.

BERTON AND HIGHTSTOWN RALLROADS,
From Market St. Ferry (upper side.)

At 7 and 10 A. M., 1, 23; and 5:30 P. M., for Merchantsynic, Moorestown. Hartford, Masson ville, Hainstow, Eliralingham, and Pennerton.

At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown. Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiapatown. Sharon, and Hightstown.

September 14, 1858. September 14, 1868,

HILADELPHIA, WILMINGTON AND BAL

TIMORE RAILBOAD.

TIME TABLE,

commencing MONDAY, October 5, 1958, Trains will

move Depot corner of BROAD Street and WASHINGTON Avenue as follows:

Way-Mail Train at 630 A. M. (Soundays excepted,
for Bailmore, stopping at all Regular Stations, connecting with Delaware Railroad at Wilmington for
Orispeid and Intermediate Stations.

Express Train at 1435 A.M. (Sundays excepted) for
baltimore and Washington, stopping at Wilmington,
Perryville, and Havre-de-Grace. Connecas at Wilmington with train for New Casile.

Express Train at 440 P. M. (Sundays excepted) for
Baltimore and Washington, stepping at Chester,
Thurlow, Linwood, Claymon, Wilmington, Newport,
Stanton, Newark, Elkton, Northeast, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnoiss, Chasse's and Stammer's Run.
Night Express at 11'30 P. M. (Daily) nor Saitmore
and Washington, stopping at Chester, Thurlew, Linwood, Claymont, Wilmington, Newark, Elkton,
Northeast, Perryvilla and Havre-de-Grace.

Passengers for Forteen Monroe and Norfolk will
take the H.45 A. M. Train

Wilmington.

Stopping at all stations between Palladelphia and
Wilmington.

Stopping at all stations between Philadelphia and Wilmington.

Leavy Philadelphia at 1100 A. M., F30, 500, and 70 P. M. The 500 P. M. Train connects with Delaware Relifect for Harrington and intermediate stations.

Leave Wilmington 700 and 540 A. M., F36, 446, and 7:00 P. M. The 848 A. M. Train will not stop between Chester and Philadelphia.

The 7:00 P. M., train from Wilmington runs daily, All other Accommedation trains Sandays excepted.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7:25 A. M., Way-Mall; 9:35 A. M., Express, 7:25 P. M., Express, 5:20 P. M., Express, 7:25 P. M., Express, SUNDAY TRAIN FROM BALTIMORE, Care Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Hayre-us-Graco, Pecryville, Charlestown, North-East, Ekton, Newark, Stanton, Newport, Wilmington, Claymoni, Linwood, and Chester.

Through tickets to all points West, South, and South west, may be procured at the Ticket Office. No. S2t CHESNUT Street, under the Continental Hotel, where, a so, state-rooms and berths in sleeping can be secured during the day. Persons purchasing tickets at this office can have their baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent. HAST FREIGHT LINE, VIA NORTH PENNSYLVANIA RAILBOAD, to Wilkes-barre, Mahanoy City Mount Carmel, Centralia, and all points on Lehigh Valley Baliroad and its

branches.

By new arrangements, perfected this day, this road is enabled to give increased despatch to merchandise consigned to the above named points.

Goods delivered fat the Through Freight Depot,
S. E. corner of FROST and NOBLE Streetz,
Before S. P. M., will reach Wilkenbarre, Mount Carmel
Mahanoy City, and the other stations in Mahanoy and
Wyoming valleys before it A. M. of the succeeding day

[7 22]

RAILROAD LINES.

Pasading Bailkoad,—GREAT TRUNK Febrayivania, the Schoyikui, Susquehanna, Onmberland, and Wyoming Valleys, the North, Northwest and the Lanadas, Summer Arrangement of Passenger Trains, Monday, August 3, 1883, feaving the Company's Depot, Thirteenth and Callowhill streets Philadelphia, at the following hours:—MORNING ACOMMODATIONS,—At 780 A. M. for Reading and all intermediate stations, and Allen lown.

for Reading and all intermediate stations, and Allentown.

Returning, leaves Reading at 820 P. M., arriving in Falladelphia at F15 P. M.

MORNING KXPRESS,—At 8 IS A. M., for Reading Lebanon, Harrisburg, Pottsville, Pine Grove, Tamagna, Sunbury Williamsport, Elmira, Rochester, Niagara Falla, Rudislo, Wilgerbarre, Pittston, Vork, Carlisle, Char bersourg, Hagerstown, etc.

The 7-30 train connects at Reading with the Sasi Pennsy, vania Raitroad trains for Allaubyen, etc. and the 8-15 A. M. connects with the Lebanon Velley train for Harri-burg, one; at Fore Clinton with Catawings Raitroad trains for Williamsport, Lock Ravon, Emitra etc., at Harriabray with Northern Central Comber and Valley, and Schuyjkill and Susagehanon trains for Northern Central Comber and Valley, and Schuyjkill and Susagehanon trains for Northern Central Comber and Valley, and Schuyjkill and Susagehanon Chanibersborg, Pinegrove, etc. beraborg Pinegrove etc.
TERNOON EXPERIES. — Leaves Philadelpails of M for Resding Pottaville Harrisburg etc.
ecting with Reading and Commbia Ballroad

TOTOWN A COMMODATION.-Leaves Potts own at 646 A. M., stopping at intermediate matters, rrives in Philadelphia at 905 A. M. Esturning leaves blindelphia at 450 P. M.; arrives in Potestown at 450

Philadelphia at 4 % P. M., arrives in Pottstown at 640 P. M.

READING ACCOMMODATION—Leaves Heading at 730 A. M., stopping at all way shallons; arrives in Philadelphia at 515 P. M.; arrives in Besseling at 805 P. M.; heatering to Philadelphia at 515 P. M.; arrives in Reseding at 805 P. M.; leave Barrisburg at 510 A. M., and Pottsville at 845 A. M.; arriving in Philadelphia at 1 P. M. Alternoon trains losve Harrisburg at 210 P. M.; arriving at 915 P. M.; and Pottsville at 94 P. M.; arriving at 916 P. M. arriving at 815 P. M.; and Barrisburg at 410 P. M. Connecting at 868 P. M.; arriving at 916 P. M. Connecting at 8680 M. M. and Barrisburg at 410 P. M. Connecting at 8680 M. M. ard Barrisburg at 410 P. M. Connecting at 8680 M. M.; and Barrisburg at 410 P. M. Connecting at 8680 M. M.; and Barrisburg at 410 P. M. P. M. Philadelphia at 12 % noch for Pottsville and at Way Stations.

All the above trains from daily, Sundays excepted sunday trains leave rotsville at 840 A. M., and Philadelphia at 316 P. M.; leave Philadelphia for Reading at 840 A. M.; resurring from Beading at 412 P. M. Chillester Valley Ratherdal.—Framengers

UHESTER VALLEY RAILROAD.-Prosengers or nowningtown and intermediate points take the 20 A. M., 1248 and 439 P. M. trains from Philadel-tils, restraing from Downingtown at 630 A. M., 130 and 545 P. M.
PERKIOMEN RAILHOAD, Passengers for Skippark take 7-30 A. M. and 435 P. M. trains from Pullade-phis, returning from Skippack at 519 A. M. and 126
P. M. Stage lines for various points in Personal
Valley connect with trains at Collegeville and Skip-

Valley connect with trains at Collegeville and Skippatk.

NEW YORK EXPRESS FOR PITTSBURG AND THE WISS.—Leaves New York at 9 A. M., 5 00 and 10 10 F. M., passing Reading at 1 10 A. M., 1 34 and 10 10 P. M., and connect at Harrisburg with Pennsylvania and Northern Central Rairroad Express Trains for Pittsong, Chicago, Williams port, Elmire, Battimore, etc.

Beturning, Express Train leaves Harrisburg, on arrival of Penns, Ivania Express from Pitaburg, at 235 and 5 25 A. M., 9 35 P. M. passing Heading at 4 44 and 706 A. M., and II is P. M., arriving at New York, 10 10 and II 45 A. M., and 6 0 P. M. Sieeping Caro accompanying these trains through between Jersey City and Pitaburg, without change,

Hall train for New York leaves Harrisburg at 8 lb A. M. and 2 05 P. M. Mail train for Harrisburg leaves
New York at 12 Noon.

SCHUYLKILL VALLEY BAILROAD.—Trains leave Potsytile at 6 45 11 20 A. M., and 6 40 P. M., resureing from Tamaqua at 8 25 A. M., and 2 15 and 4 35 P. M.

SCHUYLKILL AND BUSQUEHANNA RAIL-

M. SCHUYLEILL AND SUSQUEHANNA RAIL DAD.—Trains leave Anburn at 7:55 A. M. for Pine-ove and Harrisburg, and at 12:15 P. M. for Pine-ove and Tremont; returning from Harrisburg at 50 P. M., and from Tremont at 7:40 A. M., and 5:35 P. M.
TICKETS.—Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and Intermediate stations, good for day only, are sold by Morning Accommodation, Market Train, Reading and Pottatown Accommodation Trains, at reduced sales. Excursion Tickets to Philadelphia, good for day only, are sold at Reading and Intermediate stations by Reading and Potistown Accommodation Trains at

educed rates.

reduced rates.

The following tickets are obtainable only at the Office of S. Bradford, Treasurer, No. 237 S. Fourth street, Philadelphia, or is, A. Nicolia, General Superintendent, Heading.

Commutation Ticket at 25 per cent, discount, between any points desired, for families and firms.

Mileage Tickets, good for 2000 miles, between a points, at \$52.50 each, for families and firms.

Seasos Tickets, for thres, fix, nine, or twelvenoutles, for holders only, to all points at reduced rates. months, for holders only, to all points at reduces rates.
Of ergymen residing on the line of the road will be farnished with cards, onttaining themselves and wives to tickets at hall fare.

Excursion rickets from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced wars, to be had only at the Ticket Odice, at thirteenth and Callowhill strests.

FR. 16HT.—Goods of all descriptions forwarded to all the above points from the Company's New Sreight Depte, Bread and Willow strests.

Freight Trains leave Polladelphia daily at 425 A. M., 12-15 noon, 300, and 8 P. M., for Reading, Lebanon, flaringury, Fotzville, Port Clinton, and all points beyond.

beyond,
Main close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M., BAGGAGE.—Dungan's Express will collect Baginge for all trains leaving Philadelphia Depoil Orders can be left at No. 25 S. Fourth street, or at the Depot, Thirteenth and Callowbill streets.

DHILADELPHIA, GERMANTOWN, AND A NURRISTOWN RAILROAD—TIME TABLE.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 909, 10, 11, 12 A. M., 1, 2, 13, 4, 5, 52, 610, 7, 8 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75, 8, 520, 9, 10, 11, 12 A. M., 1, 2, 3 4, 43, 6, 65, 7, 8, 9, 10, 11 P. M.
The 3 20 Down Train, and 3% and 5% Up Trains will not stop on the Germantown Branch.
Leave Philadelphia 93, A. M., 2, 7, 10% P. M.
Leave Germantown 83, A. M., 1, 6, 93, P. M.
CHESTNUT HILL BALLROAD.
Lesve Philadelphia 9, 8, 10, 12, A. M., 2, 3%, 6%, 7, 9, and 11 P. M.
Leave Chestmut Hill 716, 8, 840, and 11 10 A. M., 146, 540, 540, 640, 840, and 10 10 A. M., 174, 540, 540, 640, 840, and SUNDAYS.

and il P. M.
Leave Chestant Hill 7'16, 8, 9'40, and il 10 A. M., 1 3'40, 5'40, 6'40, 8'40 and io'40 F. M.
S'40, 5'40, 6'40, 8'40 and io'40 F. M.
Leave Philadelphia 2M A. M. 2 and 7 P. M.
Leave Chestant Hill 7'50 A. M. 12'40, 5'40 and 5'20
Leave Chestant Hill 7'50 A. M. 12'40, 5'40 and 5'20

Leave Cheshut Hill 7:80 A. M. 12:40, 5:40 and 9:25
P.M.
FOR CONSTOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 7:5, 9, and 11:05 A. M. 15; 5, 5; 5:4; 5:4, 6:4, 8:15 and 11:4; F. M.
Leave Norristown 5:40, 7, 7:50, 9, and 11 A. M., 15; 2, 4:4, 6:4, and 8:4; F. M.

Leave Philadelphia 9 A. M., 2:30 and 7:10 P. M.
Leave Philadelphia 6, 7:4, 9, and 11:05 A. ..., 15; 3, 4:5, 5; 6:4, 6:66, and 11:4; F. M.
Leave Philadelphia 6, 7:5, 9, and 11:05 A. ..., 15; 3, 4:5, 5; 6:4, 6:66, and 11:4; F. M.
Leave Manayunk 6:10, 7:4, 8:20, 9:5, and 11:4 A. M., 1:4, 5, 6:4, and 9 F. M.
Leave Manayunk 7:5, A. M., 5:4 and 7:4 P. M.
Leave Manayunk 7:5, A. M., 6:4 and 9:5; P. M.
W. S. WIOSON, General Superintendent,
Depot, NINTH and GREEN Streets.

DHILADELPHIA AND ERIE RAILROAD.

DHILADELPHIA AND ERIE RALEROAD,
I THROUGH AND DIRECT ROUTE BETWEEN
PHILADELPHIA, BALTIMOKE, HARRISBURG,
WILLIAMSFORF, AND THE GREAT OIL REGION OF PENNSYLVANIA.
Liegant Steeping Cars on all Night Trains.
On and after MUNDAY, September 14, 1868, the
trains on the Paniadelphia and Erie Ralroad will
run as follows:

WESTWARD.

MAIL TRAIN leaves Philadelphia. 10 43 P. M.
ERIE EXPRESS leaves Philadelphia. 12 30 A. M.
ERIE EXPRESS leaves Philadelphia. 12 30 A. M.
ELMIRA MAIL leaves Philadelphia. 12 30 A. M.
ELMIRA MAIL leaves Philadelphia. 10 43 P. M.
ELMIRA MAIL leaves Philadelphia. 10 30 A. M.

BETIVES AL LECKHAVED. 6 25 P. M.
BASTWARD. 10 300 A. M.

RATIVES AL LECKHAVED. 10 300 A. M.

RATIVES BE LECKHAVED. 10 300 A. M.

RATIVES BE LECKHAVED. 10 300 A. M.

RATIVES BE LECKHAVED. 10 300 A. M.

ALFRED L. TYLER, General Superintendent 111 WEST JERSEY RAILROADS.—
From foot of MARKET Street (Upper Ferry).
Commencing WEDNESDAY, Septemoer 16, 1888.
For Cape May and stations below Miliville, 8'15
F. M. P. M.
For Millville, Vineland, and intermediate stations \$15 A. M., 5'.5 P. M.
For Bridgeton, Salem, and way stations \$15 A. M.
and \$30 P. M.
For Woodbury at \$15 A. M., 3'15, 3'20, and 6'00 P. M.
Freight train leaves Camden daily at 12 o'clock

noon.
Freight received at second covered whasf below
Walnut street, daily.
Freight Delivered No. 278 South Delaware avenue.
WILLIAM J. SEWELL.
915 Superintendent. FREIGHT LINES FOR NEW YORK AND ALL POINTS NORTH and EAST, and for all Stations on Camden and Amboy and Connecting Railroads, from Wainut street wharf.
INCREASED DESPATCH.

Kaliroada, from Wainut street wain.

INCREASED DESPATCH.

Preight for all way points on the Camden and Amboy, Freehold and Jamesburg, and Burlington County Raliroada, forwarded at 12 o'clock Noon For Trenton, Frinceton, Kingston, Rocky Hill, and all points on the New Jersey and Belviders Raliroada, forwarded at 25 P. M.

For New York, at 12, 24, and 5 P. M.

For New York, at 12, 24, and 5 P. M.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must in everyinstance be sent with each load of goods.

WALTER PRICEMAN, Agent, Philadelphia.

BAILROAD LINES.

E R IN O V

Through Freight Department. PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.

ON AND AFTER MONDAY, NOVEMBER 2, Freight for BALTIMORE, WASHINGTON, RICH-MOND, NORFOLK, PORTSMOUTH, LYNOH-BURG, and al Points in VIRGINIA. TENNESSEE. ALABAMA MISSISSIPPI, GEORGIA, ARRAN-SAS, and NORTH AND SOUTH CAROLINA,

VIA ANNAMESSIC LINE. Virginia and Tennessee Air Line, Orange,

Alexandria, and Manasses Railroad, AND FIGHMOND & YORK RIVER RAILROAD.

WILL BE RECEIVED AT THE NEW PREIGHT

DFPOT OF THE COMPANY, Corner Washington Avenue and Swanson Street.

Instead of BROAD and CHERRY Streets, as at present.

Freight loaded and despatched dally by rail lines to all Southern and Southwestern points, Cartmen will find a good driveway via Front and Washington streets,

JOHN S. WILSON.

General Through Freight Agent.

DENNSYLVANIA CENTRAL RAILROAD FALL TIME, TAKING EFFECT SEPT. 13, 1988. The trains of the February Pages Central Rairroad leave the Dipp, at TH RTY-1 188T and Mark of Sireets, which is reached directly by the Mark-t-circet carn the met car connecting with each train leaving Front and market streets thirly minutes before its departure. The Chemit and Walnut Streets cars ran within one square of the Depot.
On Sundays.—The Market Street cars leave Front and Market streets the ty-five minutes before the description of each train. oarture or each train. Bie- ong Car Tuckets can be had on application as the Ticket office N. W. corner Ninsh and Chesnut strees, and at the depot.

Agents of the Union Transfer Company will call for and desiver begange at the depot. Orders left at No. 901 Chesnut Street, will TRAINS LEAVE DEPOT, VIZ:-

Eric Man leaves daily, except Sunday, running to Willamsport only Saturds y right. On Sunday night passengers will leave Finiadelphia at 12 o'clock.
Philadelphia Express leaves daily. All other trains lly, except Sanday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be proved and bagsage delivered by 5 % P. M., at No. 116 Market street.
TRAINS ARRIVE AT DEPOT, VIZ.

W EST CHESTER AND PHILADELPHIA WW RAIL OAD -WINTER ARRANGEMENT.
On sha after MONDAY, October 5, 1888, Trains will leave as believe:—
Leave Palladeiphia from the Depot, THIRTY-FIR-T and t HESNUT Streets, 745 a. M., 11 A. M., 120 P. M., 4 55 P. M., 4 55 P. M. 515 and 11 3. P. M.
Leave west Coester for Palladelphia, from Depot on Fast Market street, 81 625 A. M., 745 A. M. 8 90 A.
M., 10 45 A. M., 155 P. M., 4 50 P. M., and 6 55 P. M.
Trains leaving West Chester at 8 90 A. M., and leaving Philadelphia at 4 50 P. M., will stop at B. C. Junction and Media only. Passengers to or from station between West Chester and B. C. Junction, going East, will take train leaving Philadelphia at 4 50 P. M., will take the train leaving Philadelphia at 4 50 P. M., and transfer at B. C. Junction. ion. The Depot in Philadelphia is reached directly by

the Chesnut and Wainut Street Cars. Those of the Market Street line run within one square. The cars of both lines contect with each train upon is ON SUNDAYS, ON SUNDAYS,
Leave Philadelphia at 8:30 A. M. and 2:00 P. M.
Leave West Chester at 7:55 A. M. and 4:00 P. M.
Trains leaving Philadelphia at 7:15 a. M. and 4:50 P. M. and 4:50 P. M. and 4:50 P. M. corneer at B. C. Jonction with Trains on P. & B. C. R. R., for Oxford and lutermediate points.
4:102 HENRY WOOD, General Sup't.

PROPOSALS.

PROPOSALS.

IMPROVEMENT OF THE DES MOINES

RAPILS OF THE MISSISSIPPI RIVER.

NOTICE TO CONTRACTORS.

UNITED STACES ENGINEER'S OFFICE.

ENGINEER'S OFFICE.

Sealed Proposals, in duplicate, will be received at this office enth 12 M. WF DNESDAY, of November 18, 1888, for completing the excavation of the Prism, and the construction of the embankment wait of the causitor the improvement of the Des Moines Rapids of the Mississip pi River.

The can all sit to be about 7% miles along, extending from Nashville, lows, to Keokok, Lows. The width at the water marked inside of the Canal is to be from 100 to 300 feet in a mosekment and 200 feet in exavation, and in low water to be five feet need. All the material excavated from the Prism of the Canal to be used in building the embabkment. The latter formation occus at the bottom of the Casal will have a slope 1% inches to the mile. The embankment will have a slope 1% inches to the mile. The embankment to be built of each, casy and roce; to be ten feet wide on the top, including the format covering and to be two test above high water mark with alones of 1½ base to 1 vertical an the outside, and ½ base to 1 vertical on the inside. The ave age throken so of the 11p rap protection to be 2½ feetjon the outside, 2 feet on the inside, and income the top, a portion of the above has already been constructed easy one might, the balance or so much there if as the remainder of the funds appropriated—about 260.00—will pay for, is to be reliat

All propositions must state the price at which each and every kind of work succilied in the proposal is to be done, and no bid will be considered that is not definite in this respect,

A printed copy of this advertisement must be attached to each proposal.

The Government reserves the right to reject any and all bids.

Each bid must contain a written or printed guarance, signed by two responsible persons.

Blanks for troposals of the form required, with

and all bids.

Rach bid must contain a written or rriated guara hee, signed by two responsible persons.

Blanks for troposals of the form required, with form of guarantee, will be furnished upon application at this cake.

The price or prices in the contract will be considered as including the expense of furnishing all the material (excepting right of way and land for borrow-pi s), implements, and machinery, and performing all the work according to the plans and specifications exhibited at the letting.

Fifteen per cent, of the amount of any work done, or materials uralished, at the contract price thereof, will be reserved until the whole work which is the subject of contract shall be entirely completed.

The name or names of the persons proposing must be written out in rull, with their place of residence and Post Office address.

Plans, mass specifications, and all necessary papers will be reasely for examination at this Office for fifteen days prior to the date of the letting.

Persons proposing to contract are requested to visit and examine the location of the work before acading in their bids.

Preposals should be addressed to the undersigned at Keen it. Iowa, and should be endorast:—"Pro-

Proposals should be addressed to the base at Keosuk, Iowa, and should be endorsed:—"Proposals for work on the Improvement of the Des & oines Rapids."

J. H. WILSON, posals should be addressed to the undersigned Lieutenant-Colonel 35th Infantry, Brevet Major-

L. COOPER OVERMAN, Captain Corps of Engineers. 10 30 16t

FITLER. WEAVER & CO., MANUPACTURERS OF MANILLA AND TARRED CORDAGE, CORDS

TWINES, RTC., No. 23 North WATER Street, and No. 22 North DELAWARE Avenue. PHILADELPHIA. COMBAD F. CLO MICHAEL WHAVEL EDWIN H, FITLES,

AUCTION SALES.

BUNTING, DURBORON & CO., AUGTION OF Bank street, Successors to Jo, in E. M. ers. Co., LARGE SALE OF FRENCH AND OTHER EURO-PFAN DRY (GODES, ET C. On Monday Morning, Nov. 9, at 16 of lock, on 4 months' credit. [11 35t BROCHE VIENNA SHAWLS.

Will be soid, Will be soid,
On Monday next.

Nevember 8, by order of Mesers. Oscar Proip & Co., a bil sas r next of Vienna broche long and square shawls and scaris, open and filled coastes. [41.5.35] SALE OF 2000 CASES SCOTS, SHOSS, TRAVEL-LING RACS, ETC. On Thesday M TRICE. Nov. 10, at 10 o'clock, on four m. at 10.0 credit,

LARGE SALE OF BUILDER, FRENCH, GERMAN, AND DOMESTIC DRY GOODS,

Or Thursday Moraing,
Nev. 12, at 10 o'clock, on four mouths' credit. It 6 to

M. THOMAS & SONS, NOS. 139 AND 161

NEAT HOUSEHOLD FUNITURE CARPERS BIRROR, CHANDELIER, ETC.

BIRROR, CHANDELIER, ETC.

On Merday Berning

Nov. p. at to o'clock in No 7% Bu toowood street, by caislease, the coline waternaed mab grany patier, china pid glassware, Brunsels and ingrain circess, nather beds and bedding, Venetian blinds, chandeller, kitchen utensits, e.c.

116 25

SALE OF REAL ESTATE AND STOCKS.
November 10, at 12 o'cook noor, at the Exchange.
Will Delod: Bureet. Nos. 1809 and 1sil. Two handsoms POPLAR Suicel. Nos. 1679 and 1:11-Two handsoms suders besidences, each 2. by 167 feet.
F) F1 Ea N'T H (Nor. b), No. 526 - Modern Besidence, b FRUCE, No. 4102 - Brown stone Residence, b FRUCE, No. 4102 - Brown stone Residence, n Ew. 10 Avenue, No. 125 - Modern Residence, NEW, No. 125 Modern Residence, NEW, No. 125 Modern Residence, b FROAD (South), No. 248 - Modern Residence, PINE No. 266 - Store and the 11mg.
THIFTERN'T H (South), No. 703 - Neat Dwelling, J OM BARD, No. 725 - Brick and Frame Dwellings, J OM BARD, No. 725 - Brick and Frame Dwellings, Twen File; H (South), Nos. 911, 913, and 915 - 1660-1661 Dwellings. TWENTIE H (Scath), Not. 91, 913, and 915-96a-terl Ewellings.

GIFARD Averue No. 1337-Tore and Dwelling.

The T. No. 226-Frame Dwelling.

CH2 SN UT H11 L-diegal I Stone R-sidence, Coach-

CHISNOT HILL-Frame Dwelling and large Lot.
CHISNOT HILL-Frame Dwelling and large Lot.
ROYERSFORD, won gomery County, Pa.—Large
ELLSWOTH, No. 1225—Cottage.
UN a COURT, bear Eighth and Arch-Stable and osch-house. FIFTSENIH, Twen'y-first ward-Large Lot. TWELFIH (South), No. 203-Carpenier shop and

FIFTWENTH, Twenty-first ward—Large Lot.
TWELFI'H (South), No. 313—Moder I Residence,
FIFTH (South), No. 315—Moder I Residence,
FRONT, South of Macre—Two Frame Dwellings,
CAMAC, No. 2015—Brick Dwelling.
GROUND RENTS—\$40, \$44, and \$45 a year.
For account of whom it may concern.
\$55 too Consolidated Morigase Bords of the Huntingion and Broad Top Mountain Railroad and Goal
Co., with three over the coupon boads.
\$2000 Union Canal coupon boads.
\$2000 McKean and Elk Land and Improvement Co.
second morigage six per cent, bonds.
1 share Academy of Fine Arts.
30 shares West Chester and Phila, R. R., praferred
21 shares Camden and Atlantic Railroad, old.
9 shares Corn Exchange Bank.
10 shares Penns, steel Co., par \$100.
187 shares Atlantic Oi Co.
Refinely Point Breeze.
30 shares have townty National Bank.
4 shares Penns ware townty National Bank.
4 shares Penns Breeze Park.
180 shares Ceptral Transportation Co.
\$1500 Philadelphia and Bailtimore Contral R. R. Co.
\$1500 Philadelphia and Bailtimore Contral R. R. Co.
\$150 shares Commercial National Bank.
10 shares Kensington National Bank.
10 shares Kensington National Bank.
10 shares Western Bank.
10 shares Western Bank.
10 shares Bank of Commerca.

10 skares Commercial National Bank.
24 shares Western Bank.
12 shares Bank of Commerca.
16 shares Southwark Bank.
4 shares Consolidation Bank.
50 shares Central National Bank.
1 share Mercan'ile Library.
1 share Philadelphia Library.
125 shares American Acti-Incrustation Co.
850:0 North Penas Ivan'ia Railroad, 19 per cent.
\$3000 Phila elphia and Eric 6 per cent.
32 shares Reliance Insurance Co.
Catalogues now ready.
[116:1 Catalogues now ready.

THOMAS BIRCH & SON, AUCTIONERRA AND COMMISSION DERUHANTS, No. 1110 CHESNUT Street; rear cotrange No. 1107 Sausom et

Sale at No. 1109 Spring Garden street.

SIOCK AND INSTRUMENTS OF A PHOTOGRAPHIU GALLERY.
On Monday November 9.
Comprising one 11-14 bix and tube, made by Rittger: one 44 box and tube, French combination; one
jair half-size tubes, by Volghiander & Os.; one french
copying tube; 60.0 negatives, some of great value;
be ekseen to be cuttered. Also, pletures and frames, some of them fine speci-mers. Persons having plotures at the gallery are requested

L IPPINCOTT, SON & CO., AUCTIONEERS, ASHHURST BUILDING, NO. 240 MARKET

FIRST SPECIAL SALE OF PARIS FANCY GOODS FOR HULIDAY SALES, ON THURSDAY, NO-VER BER 12th.
FRENCH CLOCKS,
Foo lots fine French Clocks, now landing, will be sold on Thursday, 12 instant.
Particulars in incure advertisements.

1156:

MARTIN BROTHERS, AUCTIONEERS, No. 529 CHESNUT St., rear entrance from Minor.

Sale at No. 405 Franklin street,

HANDSOME WA'NUT PARLOR, CHAMBER
AND DINING-ROOM FURNITURE STEINWAY UPRIGHT GRAND TANO, HANDS ME
BEUSS-IS, IMPERIAL AND DIHER CARPETS, FINE FRENCH CHINA, CUT GLASS
WARE, ETC.
On Thursday Morning,
Nov. 12, at 10 o'clock, at No. 405 Franklin street,
above Castewhill, by catalogue, the entire handsome
hossehold furniture, including sut elegant oited
walnut and green plush grawing-room furniture;
hends-me wannut clamber suit; wainut extension
dining isble walnut dining chairs; flue curied nair
mattres-es; bedeing; flue Freund dinner so; flue cut
glantware; Venetian blinds; handsome Brussels, Vemillan, imperial, and ingrein carpets; oil cloths;
kitchen lurniture; refrigerator, etc.

Also, ver y elegant rosewood upright grand plandforte, very fine tone, made by Steinway & Sons, May
be seen on the day previous to sale.

The furniture was made to order and is equal to
new.
May be seen on the morping of sale at so cook.

May be seen on the morning of sale at 8 o'clock. Peremptory Sale at the Bridgewater Machine Works, VERY VALUABLE MACAINE PROPERTY, 2 STEAM - ENGINES, BULLERS, SHAFTING, STEAM AND GAS PIPE, 3 LARGE CRANES, PATTERNS, LARGE FRAME, BULLER-HOUSE, ETC.

Property of the English of the Surface of the English of Stanhope & Supiec, by catalogue, the very valuable Sock of Machinery, including strength of the English of the Eng

Particulars in catalogue.

C. D. MCCLEES & CO. AUCTICNEERS BALE OF 1700 CASES BOUTS, SHOES, BROJANS,
BALMORALS, ETC.
Will be sold by catalogue,
On Monday Morning,
Nov. 9 at 10 o'clock, 1700 cases men's boys', and
you ha's boots, shoes, progans, balmoras, etc.
Also, a large assortmens of ladies', misses', and
chiloren's city made goods.

CLAFE & EVANS, AUCTIONEERS, NO. 63

Will sell THIS DAY, Morning and Evening,
A large invoice of Biankets, Bed Spreads, Dry Goods,
Cloths, Cassineres. Hosiery, Stationery, Taole and
Pocket cutlery, Notions, sto.
City and country merchants will find bargains.
Terms cash.
Goods packed free of charge. ods packed free of charge,

DYEING, SCOURING, ETC.

NEW YORK DYEING AND PRINTING
EXTABLISHMENT.
WORKS ON STATEN ISLAND.
Offices, No. 40 N. RIGHTH Street, west side, Philage
No. 752 ERO - DWAY New York, and
Nos. 154 and 154 PIERREPONT Street, Brooklyn.
This old and extensive catabilishment having been
in existence a half century are prepared to DY & and
CLLS ANNE Lades and Gentlemen's Garments and
Piece G. cds of every description and labric in their
usually unsurpassed manuer. Piece G. cds of every manner, usually unsurpassed manner. SAMUEL MARSH, President. 10 19 mwi2m J. T. YOUNO, Secretary.

DR. KINKELIN, AFTER A RESIDENCE corner of Third and Union streets, has lately removed to Scuth ELL-VENTH Street, between MARKET and CHESNUT.

His superiority in the prompt and perfect cure of all recept, chronic, local, and constitutional affections of a special nature, is proverbial.

Decays of the skin, appearing by a hundred offerent forms, totally cradicaled; mental and physical weakness, and all nervous debilities scientifically and successfully treated. Office hours from 5 A. M. of P. M.